





**KED.** Hongkong. The river closed to now wait and go up to

As for the Church, it is also a congregation that the preliminary new compulsory at Gilmorhill is a considerable number of the 'umble type of student. No freshman was to the Professor than the man who elementary education to speak of, Junior Humanity Class at the age of ever, resolved to plough through the afterwards "wag his paw in There may be fewer Sabbath days future.

**MEDICAL CERTIFICATE**  
a reference to a case before the Court, in which a medical certificate of a man's name was put in to excuse him from military service. His lordship made inquiries, and it now turns

The reports of the proceedings in which contained, no doubt, many features, are very much exaggerated, so, to it, is therefore, difficult to well founded conclusions as to why the magistrate dismissed the case with nominal fine attached thereto. But surface, seeing the offence is considered one in maritime law, it appears that might well have been made of the affair, for it is well known that there are at least four or five duly certificated on board in this port who would be glad to take such a position as *yeoman* of *Hankow*, and, moreover, it is not matter for any person carrying a passport and often large and valuable of silk and tea, to leave port *under* the

and then the statute is advocated as a neglect of matrimony, a state tort, offered by way of tax discrimination in favor of parties or otherwise. One interesting which the census figures do not answer is: How many of these 3,000,000 back single from choice rather than necessity?

The factors affecting the ability to live have been very much changed since new industrial and commercial So great has become the competition among the high tax parents, and so is



water came to fill the boats, and exclusively occupied by men, that the bureau of industrial statistics show a larger and larger percentage of men in these pursuits whose incomes, from their point of view will not permit them to marry.

## THE SITUATION IN SIAM.

(BY OUR SPECIAL CORRESPONDENT)

Bangkok, June 29th.

There is nothing particularly new to relate. The preparations for the anticipated blockade are unaltered, and the general anxiety deepens as the 1st of July approaches. Men and guns are being sent down to the Paknam ports daily, and the railway is almost blocked now. It is still asserted that the French squadron are under steam at Saigon ready to leave for here at any moment; their presence there, aside from the landing of a small force at Koh Samut, is in itself ample justification for the action of the Siam Government. There has not, even yet, been the slightest attempt on the part of the French to formulate their demands, and what they want is at least an enigma. Whether they will send in an ultimatum before resorting to open hostilities is still doubtful, though of course they must formally notify the neutral Powers before they can stop our commerce. Moreover their blockade will have to be effective, and not partial, before it will be to the Powers, and how an effective blockade of the Gulf of Siam can be maintained by the French squadron of four vessels is not very apparent. If they can do it, ship-owners need not be told that their craft will be seized and confiscated, if caught in those waters.

Supplies can always be brought overland from Burma, in the meantime; a blockade does not extend to neutral territory and in the same way communication with the outer world will still be possible via Tavoy, after the Siamese have cut the Sittoung cable.

The chief scare, as I said in my last, is as to what the Chinese will do. They have scores of thousands of them here, working in the rice and saw-mills, on cargo-boats, and so on, all of whom will be thrown out of work. Then, without a doubt, they will take to plundering the Europeans, and the Siamese, and their more potent competitors. The police force cannot pretend to control them; the troops will have plenty to do to their own line, and the men of the *Swif* are too few to be able to protect the scattered foreigners. "Sleep must lie down armed"—and does, now.

June 30th.

A rumour was in circulation yesterday, and I dare say, has been reiterated to you, that the *Clasp* has passed, and that a satisfactory settlement had been arrived at. It is unfortunately, without foundation. Its origin, probably, is traceable to the fact that the *Lat Pau* took advantage of the celebration of the anniversary of Queen Victoria's Coronation, on Wednesday, to hint her top-masts again, and lower the Nordenfjelds which were hoisted on the day of the late fortnight. Since colour was also given to the statement by the knowledge that Mrs. Sunlight, the Minister of Agriculture, is only a few days away from one of the most important officials in the service, and a prolonged interview, the same day, with M. P. V. It may be that the prospects of a settlement are a little less remote than before, but that is all.

The Siamese are bound to do something as soon as full particulars are received by them from the Hongkong; they cannot maintain their present attitude of "know nothing about it," therefore will discuss it, and when it is discussed there are only two courses open—first to compensate the families of the massacred men (if they were massacred) and publicly execute Phra Yot, or alternatively to refuse the French demands, and leave them to be enforced by arms.

The precautions against a visitation from the French fleet have not been slackened. Yesterday three launches were sunk alongside the vessels to which I referred in my last letter, and the channel at the mouth of the Menam, which is now scarcely wide enough to admit an ordinary steamer, can be closed in an hour. Guns and men continue to be sent down to the forts at Paknam, too, which is pretty significant. Six rice steamers leave for Hongkong between this and Sunday, and it is extremely doubtful if they will be able to return. Passengers are stuck about the place, but, whether officially or by enterprising traders, I am unable to say, advising the people to try in stocks of rice and fish before the prices are raised by reason of a blockade.

There is not a cartridge to be bought in the place—they have all been bought up by the Europeans, for use in case the Chinese rise. Many householders have arranged to combine, if such a thing does occur for mutual protection, but in many, if not most cases, the residences are too scattered to render that possible. There is no need for me to exaggerate the danger threatened in that quarter. Most of your readers will remember the "Verandah riots" in Singapore, five years ago. In those demonstrations only a section of the Chinese in the Settlement took part; well, here a larger population than Singapore possesses would rise, almost to a man, to rifle, rob, and plunder. Of their methods of dealing with their victims one example will suffice. Behind each of the score of rice-mills at which they work are large areas of ground, covered with thickly and constantly smouldering, like the coal-heaps at a pit-mouth. Beneath their treacherous surfaces is a fierce red glow. Not once, or long ago, but repeatedly even to this day, the coals are seen to rise even to their own countrymen, and, for no other reason than that they belong to a different province, or secret society, or something equally furious. And it is to be feared that the same life 200,000 such miscreants here that the God-well-to-do Celestials share the same, and considerable numbers are leaving by every steamer. Over 800, besides 300 Siamese women, left in the *Divanongia* alone, on Wednesday, and other boats are equally well-patronized.—*Strait Times*.

AUSTRALIAN CRICKETERS IN ENGLAND.

The following are the results of matches played by the Australians up to 16th inst.

May 8, 9, 10.—Beaten by Lord Sheffield's team by eight wickets. Scores: Australians, 135 and 173; Lord Sheffield's team, 258 and 56 for two wickets.

May 12 and 13.—Beat Warwickshire by 10 wickets. Scores: Warwickshire, 155 and 153; Australians, 285 and 27 for no wickets.

May 13.—Beat Warwickshire in a one-day retain match by 77 runs. Scores: Australians, 175; Warwickshire, 98.

May 15, 16 and 17.—Played a drawn match with Gloucestershire, rain stopping play on the third day. Scores: Australians, 503; Gloucestershire, 41.

May 18, 19, and 20.—Match against Marylebone C.C. and Ground resulted in a drawn game after an exciting struggle. Scores: Marylebone, 474 and 153 for eight wickets; Australians, 243 and 347.

May 22, 23.—Beaten by Yorkshire by 64 runs. Scores: Yorkshire, 137 and 71; Australians, 84 and 60.

May 25, 26.—Match against Lancashire. Scores: Australians, 223; Lancashire, first

innings 97, second 111. Australians won in one innings, with 14 runs to spare.

May 30, 31.—Match against Surrey. Scores: Surrey, 180 and 113; Australians, 156 and 80. Surrey won by 57 runs.

June 1, 2, and 3.—Match against Oxford University. Scores: Australians, 200 and 182; Oxford, 208 and 155. Australians won by 19 runs.

June 5, 6, and 7.—Return match against Yorkshire. Scores: Australians, 470; Yorkshire, 220 and 196 for six wickets. Match drawn.

June 8, 9, and 10.—Match against Cambridge University. Scores: Cambridge, 200 and 108; Australians, 196 and 319. Australians won by 117 runs.

June 12, 13, and 14.—Return match against M.C.C. and Ground. Scores: Australians, 231 and 179; M.C.C. and Ground, 136 and 178 for three wickets. Won by M.C.C. by seven wickets.

June 15 and 16.—Match against South of England. Scores: South of England, 305, and 8 with no wickets down; Australians, 142 and 160. South of England won by 10 wickets.

Results: Played 13 matches; won 5, lost 5, drawn 3.

## FUTUNA'S QUEER TALE.

INVADERS CENTURIES AGO BY CHINESE.

"Far from the madding crowd" is quiet Futuna. Away in the middle of the great Pacific it lies, a little paradise, seven miles long and scarcely so much across, but majestic and commanding by reason of its height. And Futuna has a story the like of which you will hardly find in all the South Seas, where there are many strange things, some old and some of to-day.

Take the Futuna people are the most striking clues to the peculiar chapter in the history of the island. The observer is struck immediately by the strong oriental type of visage—the unmistakable mark of the Chinese—with slanting eye-brows, almond-shaped eyes and high cheek bones. If dressed in the garb of the orient many of the girls of Futuna would pass muster anywhere as Chinese women.

To reach the ocean Paradise in the quickest way, take a steamer to Samoa. You may be fortunate in just catching a schooner there; if not, charter one for the week's worth it. Get to sea and run before the north-east trade winds, steering about southwest, and on the third day you will see what your chart calls Home Island, but what South Sea traders know as "Futuna."

If the day be clear you will see the land fifty miles away. This is an exception to the general rule among these Pacific Islands, as many of them are not visible more than nine miles away. Futuna is only the one little harbor; indeed it is simply a break in the reef, but you can get fair anchorage. A large vessel would find it no easy room to tack except for a small schooner. The little bay itself would tempt you to stay; all surrounded with cocoa trees and other brilliant vegetation. Hills tower up at the back and everything is so fresh and green. A story beach lies right ahead and just opposite is a neat white cottage, the only white man's house visible, although there is a second one close by.

I spent months on Futuna in getting at the secret of the Chinese blood in the veins of its people, and found ample proof of the presence at some time of oriental intruders. In fact, there still lived in 1891 a direct descendant of the Chinese nation. This old man was treated as one of the natives, and ranked as a chief. His very name, "Fou Fo," is different from anything else on the place.

The history of this Chinese visitation is interesting and well told by the natives, some of which is still there. I estimate that it was 250 years ago that a Chinese junk sighted the island of Futuna. This vessel had evidently been built to be useful afterward, for all the traditions speak of the incredibly short time in which canoes were made out of portions of land houses built on shore with the other parts. Beginning from a small village of the natives, laid out the Chinese made a village of their own, laid out plantations, dug wells and built their houses with coral slabs in a most workmanlike manner. Many of these wells are in good preservation to the present day, although not used. During my investigations I had one cleared out to a depth of over sixty feet without reaching the bottom. So completely was it walled up that I think it would easily last another century, or even more unless coral crumbles, which it does not seem to do.

The soil at that point, however, was very barren, and the Chinese moved over to the mainland. As time wore on they encroached more and more, improving the land as they went. Trouble arose, and the cause is not difficult to divine. There must have been at least 200 invaders, nearly all of whom were men. The Futuna women began to admire these clever, industrious visitors. Now, and I should think in all time, there is no more powerful force in the breast of a Futunan. The trouble grew from small annoyances to open threats. At last a simple matter, say the old men, brought things to a crisis. The Chinese had a big feast on the King sent word, according to the native custom, that he wanted a pig. Two youngsters took the message, about which they made some mistake, and what the Chinese sent in response to the command never reached the King. He could no longer control his men and the next day, in the morning, over 700 Chinese were butchered at their work.

Large numbers of the foreigners were out in their canoes fishing, and when the people in the houses were being cut to pieces the fishermen could hear the cries. They evidently knew it was all up, for many of them put to sea without food or water and were never heard of. The rest were massacred as they landed, and the Chinese in Futuna thus met their deaths except a few men and a woman, who escaped to the bush. When they were discovered the excitement was over, and their lives were spared. The Chinese Lou Fo, now there, is descended from those two escapees.

To day there are in Futuna nearly 1500 inhabitants, all Christians, and all living peaceful, contented lives.

I shall describe the arrival of a certain steamer which just about gives the average and usual occurrences of each one that calls. The captain came ashore about 10 o'clock in the morning. He had trade for lime, that is, calicoes, prints, colored handkerchiefs, shoes, knives, axes, etc. He wanted to buy copra—the dried coconut kernel—and yams. These were wanted for Samoa to feed laborers with. After the captain had promised to wait a day Mr. Opperman, one of the white residents, sent off messengers all over the island to tell the natives that he wanted yams. By 2 o'clock they began to come in and every five minutes he had to leave us to go and weigh in the baskets. The Futuna yams are famous all over the South Seas, as is its tapa or native cloth, which is always saleable as a curio.

Tapa is made from the inner bark of what we know as the white mulberry tree. When the trees have grown to about the thickness of a child's wrist they are cut and the rough outside bark is stripped off. The new bark is then stripped and divided into two parts, the innermost being used for the finest tapa. Drying is the first step. When the women are ready to make cloth they take some of these strips, moisten them in water, and with a heavy hardwood mallet beat them out on a log flattened

on one side. And so the process goes on, beating one strip after another. Then all these pieces are beaten together at the edge and when dry it is a marvellously close and strong fabric. Some is made thick and a glass is put on it like parchment; this is for fancy work. Old women with bits of pointed bamboo pens draw patterns and great long straight lines without rules or designs. They despise such assistance, and think a white man cannot be well if his hand is not steadily enough to do that.

The captain bought several pieces of fancy tapa at about \$1 each. The work in them was worth at least \$5 if done at the rate of only five cents an hour. Then Mr. Opperman and the visitor came to terms about copra, and as soon as the imports were brought ashore the exports were prepared. The copra shed on the beach was opened, and men were sent in with large shovels to sack the copra and stack the bags near the scales.

Lying head on to the beach, anchored fore and aft, the boats. The bags are weighed eight at a time and carried at the edge and when dry it is a marvellously close and strong fabric. Some is made thick and a glass is put on it like parchment; this is for fancy work. Old women with bits of pointed bamboo pens draw patterns and great long straight lines without rules or designs. They despise such assistance, and think a white man cannot be well if his hand is not steadily enough to do that.

Copra is the staple of Futuna, and its purchase by the whites constitutes the whole trade of the island, so an account of how they came to make it, and how they still do so, will give an insight to the life of Futunians, and indeed of the inhabitants of the small islands all over the Pacific. To do this I must refer to Futuna, it may be said that a native requires little money. The island is a paradise, everything grows there luxuriously. There are splendid taro, yams, bananas, figs to plenty, an abundance of bread fruit, arrowroot and other things and a very fair supply of fish in good weather. Put a man must come when a new line or hooks may be wanted, when the dweller on this paradise wants some new cloth for himself or for a wedding present to a relation, or a new shirt to go to church in, or a new hat to go to the market. If he will then save all his old well-spared coconuts, and when it looks like a spell of good weather the whole family cuts out the fish from the nuts, putting it into baskets.

This is the copra, and it is carried to the white trader, who buys it at the rate of 1 cent a pound or more, according to the market. Of course the size of nuts varies considerably, but the best of cutting copra may be appreciated when one learns that it takes 4000 to 5000 nuts to make one ton of copra.

Suppose that a native has just received \$10 as the result of selling his nuts and cutting them. The day he gets it he will probably be accompanied by his wife and a sister or two, one or two of the boys who helped him to cut, and a hanger-on or two. Then the trader's work begins. He must have the patience of a family of jobs, and let the customers wander and stare round about his store. They will stay for two hours, and sometimes more, and will then spend \$2 or \$3, taking the rest home to stow away. If the purchasers should be a young couple they will probably buy a deep chest of drawers, a good bedstead, and that would be the bulk of their buying. These things they may be, they are always obedient and polite, and once a white man gets their confidence and respect they will stand by him in a row and assist him to eject any objectionable native from the store.

They have a notion of private wealth which is stored away and only produced or opened to take out a present for a bride or some one who is selling away. This consists chiefly of beads, one or two very small gold ornaments, and perhaps one or two whole pieces of cloth. The mother of a household opens the family chest with the greatest pride and to take anything out is like drawing a tooth.

The customs of the country in the matter of presents are peculiar. In reality, a man's property is his only so long as his relatives do not want it. If any one desires to see commonwealth practically fulfilled, he will find it on the island of Futuna. The strongest trait in the character of the natives is their idea of giving and taking. Their manner of doing so is pure communism.

They are a sensitive people, and, in spite of their wild appearance, have tender hearts. They are a fine-looking race; much better to look upon than the Fijians. Some of the girls are quite handsome and carry themselves well.

Such another interesting dot on the map would be hard to find. For scenery, wealth of vegetation, characteristic population, coral and the architecture of the stone churches built by the natives, Futuna is the most attractive island in the South Seas.—*Fraser Chronicle*.

## CHINA COAST METEOROLOGICAL REGISTER.

13th July, 1893.—At 4 p.m.

STATION.	Temp.	Wind.	Bar.	Humid.	Cloud.	Sea.
Tokyo	85.1	SE	30.1	75	1	1
Hankow	85.1	SE	30.1	75	1	1
Shanghai	85.1	SE	30.1	75	1	1
Amoy	85.1	SE	30.1	75	1	1
Swatow	85.1	SE	30.1	75	1	1
Canton	85.1	SE	30.1	75	1	1
Hongkong	85.1	SE	30.1	75	1	1
Victoria Peak	85.1	SE	30.1	75	1	1
Harbin	85.1	SE	30.1	75	1	1
Yokohama	85.1	SE	30.1	75	1	1
Manila	85.1	SE	30.1	75	1	1
Cebu	85.1	SE	30.1	75	1	1
Shanghai	85.1	SE	30.1	75	1	1
Amoy	85.1	SE	30.1	75	1	1
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Harbin	85.1	SE	30.1	75	1	1
Yokohama	85.1	SE	30.1	75	1	1
Manila	85.1	SE	30.1	75	1	1
Cebu	85.1	SE	30.1	75	1	1

14th July, 1893.—At 10 a.m.

STATION.	Temp.	Wind.	Bar.	Humid.	Cloud.	Sea.
Tokyo	85.1	SE	30.1	75	1	1
Hankow	85.1	SE	30.1	75	1	1
Shanghai	85.1	SE	30.1	75	1	1
Amoy	85.1	SE	30.1	75	1	1
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Hongkong Observatory, 14th July, 1893.

## To-day's Advertisements.

## "SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S. S. "MONMOUTHSHIRE," FROM HAMBURG, ANTWERP, LONDON AND STRAIT.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 21st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODD, CARLILL & Co., Agents.

Hongkong, 14th July, 1893. [785]

## NOTICE.

THE AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

THE AGENCY of the above Company has been Transferred to Mr. CHARLES ZANELLA from this date.

DAVID SASSOON, SONS & Co.

Referring to the above, I have taken Charge of the AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY'S Business in this Colony from this date. The Office of the Company has been Removed to Messrs. SANDER & Co's Premises, Queen's Road Central.

C. ZANELLA.

Hongkong, 14th July, 1893. [800]

## PUBLIC AUCTION.

THE Underigned has received instructions to sell by



## The Share Market.

**LATEST QUOTATIONS.**  
 Hongkong and Shanghai Bank—104 per cent.  
 The National Bank of China, Ltd.—£8.10  
 The National Bank of China, Ltd.—Founders  
 shares, \$100 per share, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—  
 50 cents, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—  
 Founders' shares, £20, sellers.  
 Chinese Imperial Loan of 1884, B—2½ per cent.  
 premium, buyers.  
 Chinese Imperial Loan of 1886, C—2 per cent.  
 premium, buyers.  
 Chinese Imperial Loan of 1886, E—14 per cent.  
 premium.  
 Union Insurance Society of Canton—\$33 per  
 share, sales and sellers.  
 China Traders' Insurance Company—\$53 per  
 share, sales and sellers.  
 North China Insurance—£110 per share,  
 sellers.  
 Canton Insurance Company, Limited—£113 per  
 share, sellers.  
 Yangtze Insurance Association—\$100, sellers.  
 On Tai Insurance Company, Limited—£150  
 per share.  
 Hongkong Fire Insurance Company—\$320 per  
 share, sellers.  
 China Fire Insurance Company—\$53 per share,  
 sales and buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—  
 \$37 per share, buyers.  
 China and Manila Steam Ship Company—\$31  
 per share, buyers.  
 Indo-China Steam Navigation Company, Limited  
 \$41 per cent. discount, sellers.  
 Douglas Steamship Company—\$35 per share,  
 sales and sellers.  
 The Steam Launch Co., Limited—nominal.  
 Hongkong and Whampoa Dock Company—70  
 per cent. premium, buyers.  
 Geo. Fowling & Co., Limited—\$15 per share,  
 sales and buyers.  
 Hongkong Hotel Company—\$17 per share,  
 sales and sellers.  
 Hongkong Hotel Co.'s Six per cent. Debentures  
 \$50.  
 The Austin Arms Hotel and Building Company  
 Limited—\$4 per share, sellers.  
 The Sharmen Hotel Co., Limited—\$4 per  
 share, buyers.  
 Penang Mining Co.—\$51 per share, sales and  
 sellers.  
 The Ruby Gold Mining Co., Limited—\$5 per  
 share, buyers.  
 The Belmont Gold Mining Co., Limited—  
 40 cents, per share, sellers.  
 Société Française des Charbonnages du Tonkin  
 \$85 per share, sales and sellers.  
 The J. B. Mining and Trading Co., Limited—  
 \$50 per share, sales and sellers.  
 The Selma Tin Mining Co., Limited—4 cents  
 per share, sellers.  
 London & Pacific Petroleum Co., Ltd.—  
 nominal.  
 China Sugar Refining Company, Limited—\$168  
 per share, old shares, buyers.  
 Luxa Sugar Refining Company, Limited—\$35,  
 nominal.  
 A. S. Watson & Co., Limited—\$11 per share,  
 sales and buyers.  
 Dakin, Crickbank & Co., Limited—\$2 per  
 share, sellers.  
 Hongkong Dairy Farm Co., Limited—\$48 per  
 share, buyers.  
 The Kowloon Land Investment Co., Limited—  
 65 per share, sales and buyers.  
 The Hongkong Land Investment Co., Limited—  
 \$33 per share, sales and sellers.  
 The West P. I. Buildings Co., Limited—\$23  
 per share, sellers.  
 H. G. Brown & Co., Limited—\$8 per share,  
 sellers.  
 Hongkong and Kowloon Wharf and Godown  
 Company—\$40 per share, nominal.  
 Hongkong Rope Manufacturing Company,  
 Limited—\$9 per share, sellers.  
 Hongkong Gas Company—\$105 per share,  
 buyers.  
 Hongkong Ice Company—\$66 per share, sellers.  
 Hongkong and China Bakery Company, Limited  
 \$65 per share, sellers.  
 The Hongkong Brick and Cement Co., Limited  
 \$18 per share, sellers.  
 The Green Island Cement Co., 50 cents, buyers.  
 The Hongkong Electric Light Co., Limited—  
 \$2 per share, sales and buyers.  
 The Hongkong Steam Laundry Co., Limited—  
 \$35 per share, nominal.  
 The Hongkong High-Level Tramway Co.,  
 Limited—\$67½ per share, sales.

## EXCHANGE.

On LONDON—Bank, T. T. .... 2/6  
 Bank Bills, on demand ..... 2/6  
 Bank Bills, at 4 months' sight ..... 2/6  
 Credits at 4 months' sight ..... 2/6  
 Documentary Bills, at 4 months'  
 sight ..... 2/6  
 On PARIS—  
 Bank Bills, on demand ..... 3/16  
 Credits, at 4 months' sight ..... 3/25  
 On INDIA—  
 T. T. .... 190  
 On Demand ..... 190  
 On SHANGHAI—  
 Bank, T. T. .... 71½  
 Private, 30 days' sight ..... 72½

## VISITORS AT THE HONGKONG HOTEL.

Mr. Armstrong. Mr. R. W. McAdam.  
 Mr. C. P. Black. Mr. T. Mitchell.  
 Captain Bourke, R.N. Mr. W. S. Parker.  
 Mr. Borne. Mr. H. K. Farrer.  
 Mr. H. S. Cooke. Mr. J. C. Farrer.  
 Mr. S. H. Crago. Mr. C. A. Schell.  
 Mr. C. A. Dunn. Mr. F. E. Shean.  
 Mr. Gann. Mr. L. Spitzer.  
 Mr. Haley. Mr. R. P. Thompson.  
 Mr. H. E. Hobson. Mr. W. F. Todd.  
 Mr. L. H. Bethell-Jones. Mr. J. A. C. Willis.  
 Mr. W. Lazarus. Miss R. Willis.  
 Mr. W. F. Longbottom. Mr. C. Zanella.

## MAILS EXPECTED.

The P. & O. S. N. Co.'s steamer *Surat*, with  
 the outward English mail, left Singapore on the  
 11th instant at 4 p.m., and is expected here on  
 the 14th.

**THE AMERICAN MAILS.**  
 The P. M. S. S. Co.'s steamer *City of Peking*,  
 with mails, &c., from San Francisco, left Yokohama  
 on the 11th instant, and may be expected here on the 17th.  
 The P. M. S. S. Co.'s steamer *China*, with  
 mails, &c., left San Francisco for this port, via  
 Honolulu and Yokohama, on the 3rd instant.

**NORTHERN PACIFIC MAIL.**  
 The Northern Pacific Steamship Co.'s steamer  
*Mogul*, from Victoria, B.C., left for Yokohama  
 and Hongkong on the 3rd instant.

**THE CANADIAN MAIL.**  
 The Canadian Pacific Railway Co.'s steamer  
*Empress of Japan*, from Vancouver, left Nagasaki  
 for Shanghai and Hongkong on the 15th  
 instant, and may be expected here on the 16th.

**STEAMERS EXPECTED.**  
 The P. & O. S. N. Co.'s steamer *Nisara* left  
 Bombay on the 8th instant, and may be  
 expected here on the 26th.  
 The Navigazione Generale Italiana steamer  
*Biagio* left Bombay on the 14th instant, and  
 may be expected here on the 10th.

## Shipping.

**ARRIVALS.**  
 KERMUN, British steamer, 1,085, Geo. L. Castle,  
 13th July, Singapore 8th July, General—  
 Arnold, Kargers & Co.  
 MANDARIN, British steamer, 1,170, C. W.  
 Ralston, 13th July, New York 11th May,  
 Port Said 9th June, and Singapore 6th  
 July, General—Gibb, Livingston & Co.  
 MANILA, British steamer, 2,711, J. R. Leeson,  
 R.N.R., 14th July, London 28th May,  
 Bombay 28th June, and Singapore 6th  
 July, General—P. & O. S. N. Co.  
 MONMOUTHSHIRE, British steamer, 1,870, F. G.  
 Cumming, 14th July, London, and Singapore  
 8th July, General—Dodwell, Carill & Co.  
 BENGAL, British steamer, 1,150, J. Sarchet, 14th  
 July, Saigon 10th July, General—Woo  
 Kee.  
 COSMOPOLIT, German steamer, 552, A. Holtz,  
 14th July, Pakhol, and Holbow 11th July,  
 General—Wiel & Co.  
 KWONGSANG, British steamer, 995, W. Inles,  
 14th July, Canton, 14th July, General—  
 Jardine, Matheson & Co.  
 DORIS, German steamer, 771, Peteren, 14th  
 July, Hollo 9th July, Sugar—Butterfield  
 & Swire.  
 SURAT, British steamer, 1,669, R. E. Hill, 14th  
 July, London, via Bombay 28th June, and  
 Singapore 6th July, Mails and General—  
 P. & O. S. N. Co.  
 NAMVONG, British steamer, 984, A. Hector, 14th  
 July, Penang 5th July, and Singapore 8th  
 July, General—Ban Moh.  
**CLEARANCES AT THE HARBOUR OFFICE.**  
 Forman, Norwegian steamer, for Holo.  
 Ryang, German steamer, for Shanghai.  
 Kwong Sang, British steamer, for Bangkok.  
 Keeman, British steamer, for Shanghai.  
 Athole, British steamer, for Holo.

**DEPARTURES.**  
 July 13, Carmarthen, British steamer, for Singa-  
 pore, &c.  
 July 13, Georgella, American ship, for Man-  
 tong.  
 July 13, Choyang, British steamer, for Canton.  
 July 13, Kungai, Chinese steamer, for Canton.  
 July 14, Achille, British steamer, for Shanghai.  
 July 14, Pollux, German steamer, for Saigon.  
 July 14, Glacia, Austrian steamer, for Shanghai.  
 July 14, Atsuga, Japanese steamer, for Nagasaki.  
 July 14, Kung Sang, British steamer, for Bangkok.  
 July 14, Formosa, British steamer, for Swatow, &c.

**PASSENGERS—ARRIVED.**  
 Per Kermun, from Singapore, 46 Chinese.  
 Per Monmouthshire, from London, &c., for  
 Hongkong, 30 Chinese. For Japan—1 European  
 and lady.  
 Per Manila, from Singapore, &c.—29 Chinese.  
 Per Cosmopolit, from Pakhol, &c.—34 Chinese.  
 Per Bengali, from Saigon, 40 Chinese.  
 Per Surai, from London for Hongkong—  
 Staff-Quartermaster Sergeant R. Harvey, and  
 Mr. C. Dunn. For Singapore—3 servants, Messrs.  
 Low Ling Tong, R. E. R. W. Brown, and  
 Campbell Cuthbert. R. E. R. W. Brown, and  
 Chinese. From London for Manila—Mr. P. H.  
 Bethell Jones. For Shanghai—Sergeant and  
 Mrs. R. Malone and 4 children.

**REPORTS.**  
 The British steamer *Bengali* reports that  
 she left Saigon on the 10th instant. Had light  
 easterly winds and fine weather.  
 The British steamer *Kermun* reports that  
 she left Singapore on the 8th instant. Had fine  
 weather with southerly wind and smooth sea.  
 The British mail steamer *Surat* reports that  
 she left London, via Bombay on the 28th instant,  
 and Singapore on the 6th instant. Had fine  
 weather throughout.  
 The British steamer *Monmouthshire*  
 reports that she left London, and Singapore on  
 the 8th instant. Had fine weather throughout.  
 Wind shifting about from all directions, accom-  
 panied by rain.

The British steamer *Manila* reports that  
 she left London on the 28th May, Bombay on the  
 28th ultimo, and Singapore on the 6th  
 instant. Had fine weather throughout, and light  
 variable winds with much rain in the China Sea.  
 The British steamer *Mandarin* reports that  
 she left New York on the 11th May. Experienced  
 fine weather with moderate winds to Port Said.  
 The Indian Ocean to Singapore. Left  
 Singapore on the 6th instant. From Singapore  
 had fine weather with light westerly winds.

## Post Office.

**A MAIL WILL CLOSE—**  
 For Sydney and Adelaide—Per *Guthrie* to-  
 morrow, the 15th instant, at 11.30 A.M.  
 For Holo.—Per *Athole* to-morrow, the 15th  
 instant, at 11.30 A.M.  
 For Shanghai, Kobe, and Yokohama—Per  
*Kermun* to-morrow, the 15th instant, at 11.30  
 A.M.  
 For Holo. and Haiphong—Per *Halpang*  
 to-morrow, the 15th instant, at 2.30 P.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 ATHOLE, British steamer, 1,479, A. Watson, 6th  
 July, Moll 3rd July, Coals—Melchers & Co.  
 AVOCH, British steamer, 1,015, T. Rowin, 11th  
 July, Bangkok 30th June, and Koh-  
 chang 4th July, Rice—Melchers & Co.  
 CICERO, British steamer, 1,030, A. George, 4th  
 July, Saigon 30th June, Rice—Arnold,  
 Kargers & Co.  
 KAMARALDA, British steamer, 966, G. Taylor,  
 11th July, Manila 8th July, General—  
 Shewan & Co.  
 FANG, British steamer, 117, Captain Melan-  
 son, Hongkong Government tender.  
 FRANKLIN, Norwegian steamer, 918, D. Thomsen,  
 6th July, Moll 30th June, Coals—  
 Dodwell, Carill & Co.

**HONGKONG—STEAMERS.**  
 (Continued.)  
 GAELIC, British steamer, 4,300, Parnes, 6th  
 July, San Francisco 17th June, and Yokohama  
 4th July, Mails and General—O. &  
 O. S. S. Co.  
 GEORGE, German steamer, 918, P. Thomson,  
 11th July, Bangkok 4th July, Rice—  
 Melchers & Co.  
 HALPANG, British steamer, 753, J. S. Risch,  
 13th July, Tamsui 12th July, Amoy 12th,  
 and Swatow 13th, General—D. Laprak  
 & Co.  
 HAIPHONG, French steamer, 874, H. Gallot,  
 12th July, Haiphong 10th July, General—  
 Messageries Maritimes.  
 HONGKONG, French steamer, 750, C. Baltham,  
 8th July, Haiphong 6th July, Rice—A. R.  
 Marty.  
 INDEPENDENT, German steamer, 1,003, Schiffer,  
 11th July, Marlines 15th June, General—  
 Weller & Co.  
 LORNING, British steamer, 1,124, J. G. Spence,  
 13th July, Calcutta 25th July, and Singa-  
 pore 7th July, Optum and General—D.  
 Sassoon, Sons & Co.  
 LOO SOE, British steamer, 1,020, A. Benson, 9th  
 July, Bangkok 3rd July, General—Yuen  
 Fat Hong.  
 MEIKOO, Chinese steamer, 1,330, W. H. Lum,  
 12th July, Canton 12th July, General—C.  
 M. S. N. Co.  
 MENTOR, British steamer, 1,269, J. Pottinger,  
 12th July, Saigon 8th July, General—  
 Butterfield & Swire.  
 OCEANIC, British steamer, 1,730, D. Davies, 10th  
 July, Shanghai 4th July, and Foochow  
 8th, General—Arnold, Kargers & Co.  
 PRINCE, German steamer, 953, Kohler,  
 13th July, Canton 13th July, General—  
 Siemens & Co.  
 PILOT, British steamer, 161, A. Stogard,  
 Hongkong and Whampoa Dock Co.  
 PERA CRUIA CHOM KLAO, British steamer,  
 1,012, J. A. Morris, 12th July, Bangkok  
 3rd July, and Koh-chang 4th, and Hol-  
 low 11th, Rice and General—Yuen Fat  
 Hong.  
 PRIOR, German steamer, 1,518, L. Madsen, 13th  
 July, Hamburg 27th May, and Singapore  
 7th July, General—Siemens & Co.  
 PROSPER, British steamer, 1,387, W. H.  
 Farrand, 14th March, Saigon 6th March,  
 Rice and Paddy—Arnold, Kargers & Co.  
 TACOMA, British steamer, 1,661, J. R. Hill, 7th  
 July, Tacoma 10th June, General—Dod-  
 well, Carill & Co.  
 TEINAN, British steamer, 1,459, Geo. Ramsay,  
 10th July, Sydney 25th June, Brisbane  
 22nd, Townsville 25th, Port Douglas 26th,  
 Cooktown 26th, Thursday Island 28th, and  
 Port Darwin 1st July, General—Butter-  
 field & Swire.  
 WOONAN, German steamer, 1,050, A. Ott, 12th  
 July, Kaitum 6th July, Coals—Lauts,  
 Wegener & Co.

**SAILING VESSELS.**  
 ASYRIA, British bark, 1,148, H. W. Dunlop, 5th  
 July, Singapore 17th June, Timber—  
 Master.  
 CINCINNATI, Danish bark, 1,158, H. Pedersen, 9th  
 June, New York 29th December, Kerosene  
 Oil—Order.  
 HANITANT, British ship, 1,619, W. F. Potter,  
 12th May, New York 24th Dec., Oil—  
 Melchers & Co.  
 HENRY, FAIRBANK, American ship, 1,879, G.  
 Merriam, 15th June, San Francisco 30th  
 April, Oil—Master.  
 ICEBERG, American ship, 1,135, Treat, 1st June,  
 New York 4th January, Kerosene Oil—  
 Jardine, Matheson & Co.  
 JAPAN, Peruvian bark, 395, Juan E. Taboada,  
 28th May, Callao 12th March, General—  
 Order.  
 JOHANN ADOLPH, German bark, 310, E. Wilco,  
 26th June, Albany (W.A.), 17th May,  
 Sandalwood—Slomson & Co.  
 NICOLA, British bark, 596, T. Norris, 25th  
 June, San Francisco (California), 23rd  
 April, General—Weller & Co.  
 PARAMITA, American ship, 1,498, Soule, 31st  
 April, San Francisco 17th Feb., Flour—  
 Chinese.  
 PRINCIPALITY, British 4-masted ship, 1,558, E.  
 Jones, 20th May, New York 20th January,  
 Kerosene Oil—Jardine, Matheson & Co.  
 SOMER, British 4-masted ship, 3,333, D.  
 Milligan, 17th May, Singapore 21st March,  
 Ballast—Order.  
 W. LE LACHUEZ, British bark, 573, W.  
 Reynolds, 4th July, Calcutta (East Coast of  
 Luzon), 19th June, Timber—Gibb, Living-  
 ston & Co.

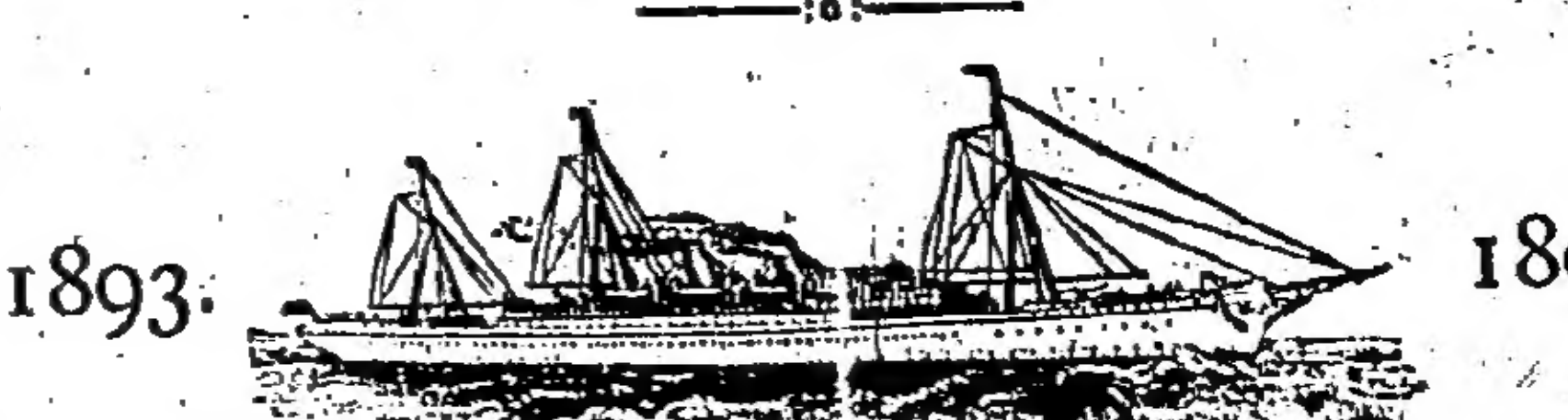
## For Sale.

**CHAMPAGNE**  
 "PIPER-HEIDSIECK,"  
 ANCIENNE MAISON HEIDSIECK  
 FONDEE EN 1765.  
 KUNKLEMAN & Co., Successeurs, REIMS.  
 \$31 per 1 dozen quarts.  
 \$33 per 2 dozen plain.  
 CALDECK, MACGREGOR & Co.,  
 Sole Agents,  
 Hongkong and China.  
 Hongkong, 1st July, 1893. 1732

**THEY LEAD THEM ALL,**  
 THE CELEBRATED  
 CALIFORNIA WINES,  
 from the well-known Vineyards of Mendocino,  
 KOHLER and VAN BREMEN, San Francisco,  
 and JULIAN P. SMITH (Olivina) Livermore,  
 California.  
 Guaranteed to be Pure and Unadulterated.  
 Pure BLACKBERRY BRANDY and fresh  
 Consignments of BARTLETT SPRING  
 MINERAL WATER by each Steamer.  
 Prices forwarded on application to  
 MACONDRAY BROTHERS & LOCKARD,  
 Commission Merchants,  
 No. 30, Water Street,  
 Yokohama, 12th August, 1893. 1735

**DR. KNORR'S**  
 ANTI-PYRINE.  
 (DOSE FOR ADULTS 15 TO 35 GRAINS TROV.)  
 It is the most approved and most efficacious  
 remedy in cases of HEADACHE, MIGRAINE,  
 NEURALGIA, RHEUMATISM,  
 FEVER, TYPHUS, INFLUENZA, DENGUE,  
 ERYSIPLES, HOARSENESS, COUGH, and  
 many other complaints. It is also the best  
 Antiseptic. Highly recommended by the  
 Medical Faculty. Ask for DR. KNORR'S  
 ANTI-PYRINE. Each tin bears the inventor's  
 signature "Dr. Knorr" in red letters.  
 "DERMATOL" is the best Vaseline. It is  
 effect in stimulating the closing up of Wounds,  
 To be had at every reputable Chemist and  
 Druggist.  
 Supplies constantly on hand at the China  
 Export, Import, and Bank Co.—Sole Agents for  
 China.  
 Beware of spurious imitations.  
 Hongkong, 14th April, 1893. 1736

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1893. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.  
 EMPRESS OF JAPAN ..... 5,000 Tons ..... WEDNESDAY, 26th July.  
 EMPRESS OF CHINA ..... 5,000 " ..... WEDNESDAY, 16th August.  
 EMPRESS OF INDIA ..... 5,000 " ..... WEDNESDAY, 6th September.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route. Passengers Booked to all the principal ports in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers' choice of Atlantic Line.

RETURN TICKETS—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific, and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

EXCURSIONS TO JAPAN—During the Summer months, Sea Trips can be made from Hongkong to Kobe and back occupying 13 to 14 days only. Return Fare, \$75.

For further information as to Passage and Freight, apply to D. E. BROWN, General Agent.

Hongkong, 5th July, 1893.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
 City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 27th July.  
 China (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Tuesday, 8th August.  
 Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) ..... Saturday, 26th August.

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY the 27th July, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCELS should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

Hongkong, 27th June, 1893. J. S. VAN BUREN, Agent.

## NOTICE.

J. E. AN TARY COMPOUNDS COMPANY, LIMITED.

J. E. WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special Agents for Shipping and Large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:

"It is the best Disinfectant to use."

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 19th June, 1893.

## NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)  
 Tacoma ..... Tuesday ..... 1st July 18h.  
 Mogul ..... Tuesday ..... 8th August.  
 Victoria ..... Tuesday ..... 29th August.  
 Tacoma ..... Thursday ..... 29th Sept.  
 Mogul ..... Monday ..... 10th October.

THE Steamship  
 Captain J. Hill, sailing at Noon, on TUESDAY, the 18th July, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the General Agent, Northern Pacific Railroad Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARILL & Co., Agents.

Hongkong, 17th June, 1893. 1737

## To be Let.

TO LET.  
 No. 2, SEYMOUR TERRACE.  
 THIRD FLOOR in No. 5, Queen's Road.  
 ROOMS in College Chambers.  
 OLD BAILEY STREET.  
 OFFICES in Victoria Buildings.  
 DAVID SASSOON, SONS & Co.  
 Hongkong, 23rd June, 1893. 1738

## TO LET.

TO LET.  
 Douglas Lippin & Co.'s Office.  
 "THE WILDERNESS," in Calne Road.  
 OFFICES First and Second FLOORS of No. 4, Queen's Road Central, over the Bank of China, Japan and Straits, Limited.  
 Nos. 11 & 12, COOMBE ROYAL—a Large Furnished House at Magazine Gap.  
 NEW HOUSES in Elgin Street, Peel Street, and Stamford Street.  
 No. 4, RIFON TERRACE—Bonham Road.  
 No. 7, PRAYA CENTRAL, at present occupied by the New Oriental Bank (in Liquidation).  
 No. 4, BLUE BUILDINGS.  
 FLOORS and GODOWNS in Blue Buildings.  
 GROUND and FIRST FLOORS of No. 5, Shelley Street.  
 No. 10, OLD BAILEY.  
 No. 14, KNUFTSDORF TERRACE, Kowloon.  
 No. 9, CHANCERY LANE.  
 Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
 Hongkong, 4th July, 1893. 1739

## TO LET.

TO LET.  
 WITH IMMEDIATE POSSESSION.  
 A SEVEN ROOMED HOUSE at Robinson's Road, "FARBER VILLA," with a Large Garden attached, Water and Gas laid on.  
 ONE GODOWN No. 117, Praya Street, Bowlington.  
 Apply to DORABEE NOWROJI E, Victoria Hotel.  
 Hongkong, 3rd July, 1893. 1740

## Intimations.

G. FALCONER & CO.,  
 WATCH and CHRONOMETER MANUFACTURERS, JEWELLERS,  
 NAUTICAL INSTRUMENTS,  
 CHARTS and BOOKS.  
 No. 48, Queen's Road Central. 1741

CHS. J. GAUFFE & CO.,  
 CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OF TICHAIS.  
 CHARTS and BOOKS.  
 Sole Agents for London, Antwerp, Watches awarded the highest Prizes at every Exhibition; and for Volkmann and Schuler's CELEBRATED OPTICAL GLASSES, MARINE GLASSES and SPYGLASSES.  
 No. 8, Queen's Road Central. 1742

LEVY HERMANOS.  
 JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.  
 Sole Agents for PATRICK PHILLIPS & Co., Geneva. A great variety in Fancy Goods and Optical Instruments.  
 10, QUEEN'S